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**MARTELL'S
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Hongkong Daily Press.

ESTABLISHED 1857

**MARTELL'S
BRANDIES.**
ONE STAR ... Per Case \$27.00
THREE STAR ... 28.00
V.S.O.P. ... 44.00
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SOLE AGENTS—
H. PRICE & CO.

No. 13,584 號肆十捌百伍千叁萬壹第 日肆十月捌年柒十二緒光 HONGKONG, THURSDAY, SEPTEMBER 26TH, 1901 肆拜禮 號陸十式月玖年壹零百九千壹英港香 PRICE, \$24 PER MONTH

CHAMPAGNE

JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

**A. S. WATSON & CO.
LIMITED,**

THE HONGKONG DISPENSARY. [a1392]

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century
Apply to G. C. ANDERSON,
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**JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.**

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Fine Old HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a49]

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Price \$10.75 per Dozen

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Finest Scotch Whiskies
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TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 15 minutes.
8.30 a.m. to 8.30 a.m. ... Every 15 minutes.
9.30 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m. to 3.15 p.m. ... Every 15 minutes.
3.15 p.m. to 3.45 p.m. ... Every 15 minutes.
3.45 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m., 9.45 & 11.15 p.m., very 4 hours.
SATURDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
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NIGHT CARS as on Week Days.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [a509]

**VICTORIA
CYCLE
EMPORIUM.**

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a specialty.
McKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST,
Hongkong, 4th April, 1901. [a548]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. net or Factory.
\$3.39 per Bag of 250 lbs.
SHAW, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [a1444]

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Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents
Hongkong, 17th May, 1895. [1271]

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Special Offer for TWO MONTHS ONLY of our Surplus Stock of THIN AUTUMN
SUITINGS at the following Exceptional Prices:—

FLANNEL LOUNGE SUITS \$20
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LANE, CRAWFORD & CO. [a38]

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CROWN BRAND

AERATED WATERS.

DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

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CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL."

\$20 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

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BLEND WHISKY.

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS;

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This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassell

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

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LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

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\$39.75 PER DOZ.

THEY ARE UNEQUALLED AT THE PRICE

FINE CLARETS.



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CH. LAFITE 1887.

CALDBECK, MACGREGOR & CO.

15, Queen's Road,
Hongkong, 25th September, 1901. [a440]

JOHNSON'S DIGESTIVE TABLETS

**THE GREAT REMEDY FOR
INDIGESTION, DYSPEPSIA, FLATULENCY
AND ACIDITY OF THE STOMACH.**

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**PHOTO-GRAPHS, PLATES, PAPERS
AND CHEMICALS.**

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a44]

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HAVE RECEIVED A NEW STOCK OF SOFT FELT HATS IN ALL SIZES
and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF-BAGS, DRESS SUIT CASES, &c.,
Are now being Shown. [a41]

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INDIAN CIGARS, BRIAR PIPES,
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In Great Variety.

WINSON and NEWTONS' OIL and
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DRAWING PAPER, Large Size by the
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BADMINTON, CRICKET, FOOTBALLS.

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WITH ALL REQUISITES.

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SOLE AGENTS.

LAUBENHEIMER ... Per Case 1 Doz. Bottles. \$11.00
NIERSTEIN ... 13.00
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HOCKHEIMER ... 19.00
HOCKHEIMER (Extra Quality) ... 25.50
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DIRECT FROM AND BOTTLED BY JOH. BAPT. STURM.

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AND ABROAD, by F. Hooper and
J. Graham ... 3.50

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PRACTICE OF JOINT STOCK COM-
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EVERYBODY'S WRITING DESK BOOK ... 0.70

THE "TIMES" ATLAS: containing 132
Pages of Maps and comprising 196 Maps and
an Alphabetical Index of 150,000 Names,
Price ... \$25.00

JUST RECEIVED.

SLAZENGER'S E.G.M.

TENNIS RACQUETS.
Price ... \$16.00 each. [a36]

IN RE FERGUSON & CO.

IN BANKRUPTCY.

NOTICE IS HEREBY GIVEN that on
a Petition dated 16th day of August,
1901, a Receiving Order against JOHN PEN-
DER WAKE, trading at Chefoo as Messrs.
FERGUSON & CO., was made by His
Britannic Majesty's Court of Chancery, holden at
Chefoo, on the 22nd day of August, 1901.
ARTHUR R. LEAKE,
Official Receiver.
Chefoo, 22nd August, 1901. [a222]

IN RE FERGUSON & CO.

IN BANKRUPTCY.

ALL Persons having Claims against Messrs.
FERGUSON & CO., are requested to
send particulars of same, together with details
of proof, to the undersigned on or before the
THIRTIETH DAY of SEPTEMBER, 1901.
ARTHUR R. LEAKE,
Official Receiver.
FERGUSON & Co. in Bankruptcy.
Chefoo, 22nd August, 1901. [a223]

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

Sole Agents for China,
LUTGENS, EINSIMANN & CO. [3]
Hongkong, 31st August, 1897.

SIEN TING.

SURGEON DENTIST,

No. 16, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.
Hongkong, 23rd September, 1901. [2405]

B. J. BARLOW,

CONSULTING ENGINEER, SURVEYOR

AND CONTRACTOR.

PLANS and Specifications Supplied for any
Class of Engineering Work. Marine
Work a Specialty; Designs prepared for
Small Coast Steamers, Light Draught Vessels,
Dredgers, Tug-Boats, Launches and Barges
of any Class or for Special Requirements.
New and Repair Work Supervised. Contractor
for the Supply and Erection of any type of
Machinery.
Telegrams "BARLOW," Hongkong.
Telephone No. 74.
P.O. Box, No. 110.
OFFICE—9, QUEEN'S ROAD CENTRAL.
B. J. BARLOW.
Hongkong, 12th June, 1901. [a1480]

MINERAL LABORATORIUM.

Processes by Amalgamation, Chemical Analysis,
Fire Assay, Cyanide and Chlorination.

J. M. KAUFMANN & CO.

METALLURGISTS.

Consulting Mechanical and Mining Engineers;
Assayers,
Experts in Mines, Minerals and Metals;
Miners Managers and Agents;
ROOMS CHE KEEK STREET AT
SOERABAYA, JAVA.
Cable Address: "EXPLOERATION."
Soerabaya, 7th August, 1901. [2132]

SINGING, PIANO, MANDO-

LINE, BANJO, &c.

SIGNOR CATTANEO

has RESUMED TUITION.

TERMS ... \$10 per Month.

(Two Lessons per Week)

Care of ROBINSON PIANO CO.
Hongkong, 22nd April, 1901. [1321-1]

INSURANCE

FOR Many years the STANDARD LIFE
OFFICE has paid away upwards of
HALF A MILLION POUNDS STERLING
per annum in DEATH CLAIMS. Its Funds,
yearly increasing, exceed £9,500,000 Sterling,
and the Revenue is upwards of £1,100,000.
Sterling per annum. The business is conducted
with Economy, the Premiums are Moderate,
and the Conditions will be found unusually
liberal. For Rates and all Particulars, apply to
DODWELL & CO., Ltd., Agents,
Hongkong, 12th February, 1901. [2-a1642]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE. [50]

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PEAK HOTEL.

City Office: 7, Duddell Street. [905]

HOTEL CRAIGEBURN.

PLUNKET'S GAT, The PEAK, near the
Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900. [53]

THE WAYERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.

Very MODERATE TERMS to FAMI-

LIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 15 Bed-

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The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Man-
agement.

Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899. [52]

"BOA VISTA" HOTEL,

MACAO.

THE SANITARIUM OF SOUTH CHINA.

Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HONGKONG," Capt. W. E.
CLARKE, leaving Hongkong at 2 p.m. and
Macao at 8 a.m. Connection made at Macao
with Company's Steamer to and from Canton.

Cable Address—"Boavista"

CLARKE & CO.,
Proprietors.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S
CELEBRATED

E BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to be the

BEST BRAND IN THE FAR EAST.

Per Dozen ... \$15.00

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

objecting to obstruction from the Russian military authorities near the railway station, which letter I transmitted to Sir CLAUDE MACDONALD on Oct. 4, with the comment that up to then the question involved appeared to be a purely military one, and that I did not propose to take any action here without instructions from Peking. On 25th October, Messrs. BUTTERFIELD and SWIRE informed me that land on the opposite bank belonging to their firm was marked with Russian flags, and on my forwarding their letter to the Russian Consul with a request for the removal of the flags, I was told that Messrs. BUTTERFIELD and SWIRE should apply directly to the Russian headquarters in the matter. I instructed their agent to do so, and he informs me that he has had an inconclusive, though friendly, interview with Prince WOLKONSKY, the Russian officer charged with these affairs, and that a definite reply is to be given him in another interview, which has been fixed for Monday, the 12th.

Mr. CAMPBELL proceeded to point out that, in his view, if any nationality had a claim more than others to the land in question it was the British. It had become valuable in consequence of the capital sunk, mostly by British subjects, in the British Concession; parts of it were owned by British subjects, and other parts belonged to the North China Railway, in which British capital was largely invested. It seems to be quite an inversion of the ordinary view of vested interests, he wrote, which can allow the Russian Government to take advantage of the present complications to acquire gratis a piece of land which British subjects have made valuable by forty years of effort.

On the 20th November, Lord SALISBURY received from the British and Chinese Corporation, who had telegraphed to their representatives in China for information, a protest against Russia's action, as most prejudicial to British interests and to the bondholders of the Northern Railway, and a request that Her Majesty's Government should make representation to Russia. On the 26th of the month Lord SALISBURY desired Sir E. SAROW to report by telegraph any details he could obtain about the seizure of land. Sir E. SAROW replied on the 28th November, stating that Russian flags had been hoisted on the properties of BUTTERFIELD and SWIRE, COVINGS, and DICKINSON and that the Russian military authorities offered to remove them on condition that the title to the ground was recognised as valid by the Russian and British Consuls as having been acquired before the Russian occupation, and that the firms would undertake not to hoist British flags "until the flag question should be settled by common accord." The Consul-General at Tientsin, he said, lodged a protest on the 17th November against the placing of Russian flags on British subjects' property, and he had approved this protest. Further messages passed between the Foreign Office and Peking, as well as the British and Chinese Corporation, whereby fuller particulars of the extent of the Russian annexation were ascertained. The Corporation stated that the land alluded to was by a clause of the 1899 Loan Agreement, included in the mortgage to the bondholders of the Northern Railway. Meanwhile, on the 13th November, Messrs. BUTTERFIELD and SWIRE's representative at Tientsin wrote to Acting Consul-General CAMPBELL, stating that in accordance with his advice they had interviewed Prince WOLKONSKY, the Russian officer detailed for attention to the matter.

"We explained to him," says Mr. FISHER, "that the property in question was ours, and that, as British subjects, we objected to the raising of Russian flags on our land, and we respectfully requested their removal. We explained that if our assurance of ownership were not sufficient, satisfactory assurance to this effect could be obtained by enquiry at the British Consulate-General. The Prince promised to convey our wishes to the Russian General LANSVETSK, and to communicate the General's reply, which he did at an interview by appointment yesterday. The General's reply was to the effect that the land was occupied by right of war, as Russian soldiers had died in defence of that quarter. We mentioned incidentally that British troops also had died in the same defence, but pointed out how entirely irrelevant such matters were as a justification for the assumption of rights over British property. The Prince laboured to draw a distinction between occupying the land and taking possession of it, and in illustration he indicated that it would be quite possible that the Russian authorities, while approving our 'particular rights,' might still retain a somewhat general and indefinite right embracing our own. To this we expressed unqualified dissent, maintaining that, as British subjects, we could admit no Russian rights of any kind over our own property. We pointed out to the Prince that, whatever the Russian intentions might be with regard to land on the opposite side of the river, it could scarcely be to their interest to molest us as they were doing. We explained that our objects were by no means obstructive, as any scheme for improvement would be likely to enhance the value of our property. Briefly, the result of our interview was that the Russian General was unwilling to remove the flags, as he occupied our land by what he described as right of war, and that, for satisfaction, we must refer to our Consul."

The Russian reply was as given in Sir E. SAROW's telegram of the 28th November, referred to above, in answer to which Messrs. BUTTERFIELD and SWIRE stated that the land was purchased by them before the Russian troops came to Tientsin, and that they could admit no Russian rights of any kind over the property. The Tientsin British Municipal Council also protested, urging that the British had the strongest claims to the land in question; if it were to pass under foreign control, Diplomatic proceedings followed, the Russian official assurances being admirable, but as usual unaccompanied by any pretence at action in accordance with them. On the 9th January Sir E. SAROW wrote to Lord LANSDOWNE that Mr. TOWER had called at the Russian Legation at Peking, and that Russia put forward an Agreement between M. de GIERSS and Li HUNG-CHANG, dated 31st December, 1900, whereby Russia was granted a concession at Tientsin east of the Peiho, a circular to this effect having been circulated by M. N. PORRE, Russian Consul ad interim, on the 6th January, 1901. The "siding incident" followed, the details of which are familiar to our readers, and the settlement of which was ultimately referred to Count von WALDERSEE. Here, as far as the Blue-book is concerned, the matter ends. The ultimate decision, however, with respect to Russia's claim is still to come.

TO-DAY at the meeting of the Legislative Council the Hon. T. H. WHITEHEAD will give notice of the question:—"Will the Honourable the Attorney-General lay upon the table a copy of the depositions taken by the Magistrate at the enquiry held at the Magistrate's on 30th August last under Ordinance No. 7 of 1889, into the death of forty-three persons, consequent upon the collapse or tumbling down of houses Nos. 32 and 34, Cochrane Street, on the night of 14th inst., together with a copy of the Magistrate's decision or 'finding thereon'." In another column will be found the verdict delivered at the Magistrate's yesterday morning on the Cochrane Street house collapse. With all deference due to the able magistrate as Mr. F. A. HAZELAND has proved himself to be again and again, we cannot but feel that we are voicing the opinion of the community when we say that the verdict cannot be accepted as a satisfactory and final summing up on this terrible calamity. Forty-three deaths were caused, and yet we find no direct word of blame in the Magistrate's award for any one concerned. We are told that the buildings were taxed beyond their strength, that they were not properly erected in the first instance, that the additions were not made in accordance with the approved plans, that the provisions of the Building Ordinance were not carried into effect, that the present Public Works Staff is inadequate for the work it has to do. All this we know before. What we want to know now is whether any one is to pay the penalty for the dreadful loss of life to which these circumstances contributed. Is no censure to be passed on any one, and is there to be no result from the investigations made? We cannot believe this. The Government cannot remain under the imputation of heartlessness and indifference to the loss of human life. The time is now, if ever, for an unflinching attitude toward the situation which has arisen, and the authorities cannot preserve their credit at the same time as they hesitate to perform their plain duty.

Yesterday the British transport *Penarth* left for Taku.

One fresh case of plague (Chinese), ending fatally, was reported during the 24 hours ending at noon yesterday.

The general annual meeting of the members of the Hongkong Football Club will be held this afternoon in the Cricket Pavilion at five o'clock.

The new Philippines Tariff is under discussion at Manila. The German Consul objected to the tax on scissors, and the Spanish firms wish to have the coming into force of the new tariff delayed for another six months.

We have received a set of values entitled *Disindea Forget me* from the composer Senor A. G. Escamilla. The values are pretty and the composer is to be congratulated on his production which should command a ready sale.

On the night of the 17th inst. an Irish-American beachcomber stabbed the watchman of the Sailors' Home, Singapore, for refusing him admittance. The man was caught after a quarter-of-a-mile race. The watchman was seriously, but apparently not fatally, wounded.

Governor Taft of the Philippine Islands has issued a proclamation to the effect that all flags upon government and departmental buildings throughout the islands are to be at half-mast for thirty days out of respect for the late President McKinley, and all officers and civil employers are to wear a badge of mourning on their left arm for a like period.

The Indo-China and Yunnan Railway will have Baron Hely d'Olme as chairman, M. Alexis Rosand, vice-chairman, and M. Stanislas Simon, administrator. The other directors are MM. Paul Desvieux, Ludovic de Slancy, H. E. Boyer, Firmin Raimbault, Edmond Gouin, H. Wiener, Edgard de Sincay, and Ramland. The commissaries are MM. E. A. O. Dumodion, Alfred Bourgeois, and Gerard Lefevre-Pontalis.

Manila is to have a medical society.

Carlos Palanca, son of the late Don Carlos Palanca of Manila, has arrived at that city.

H.M.S. *Brisk*, whose commission will be up in November next, will, it is said, be relieved by one of the *Pelorus* class of cruiser.

In Cebu, P.I., three murderers escaped from the provincial goal. The chief gaoler has been arrested and is to be tried for conniving at their escape.

The Philippines Constabulary are to be armed with 45 Remington double-barreled shot-guns. These guns are said to be more effective for the purposes required than rifles.

We understand that the British North Borneo Farms have been let for three years by private arrangement to a Chinese Syndicate interested in the Singapore Opium Farm.

An invitation has been sent to Ceylon to visit the Straits for cricket in February next. The Ceylon up-country clubs are being consulted, and a reply will be sent to the E.C.C. in due course.

The case of *M. Roxas*, the Filipino musician who some time ago stabbed Miss Zares in the abdomen with a pocket-knife, was before Mr. Kemp, Acting Magistrate, yesterday afternoon, and was adjourned until the 2nd prox.

A telegram has been received in Tokyo from the Korean capital stating that France is now actively endeavouring to succeed in the informal negotiations which were lately opened with Korea with the object of obtaining a naval station, a coal-depot, and a piece of land for the establishment of an hospital at Chang Chik-ro on the southern coast of Korea.

Records of execution occupy some space in Manila papers. The first white man to suffer hanging in the Philippines is to be an American ex-soldier, who will suffer the extreme penalty of the law on the 27th inst. The penalty asked for by his lawyer having been refused. An American negro soldier, who indiscriminately opened fire on several Filipino boys, killing one and wounding three, was hung on the 20th inst., at Fort Malet, Manila.

Major William Rutherford Little, of the Hongkong Regiment, whose death at Tientsin on the 13th inst. we regret to announce to-day, has for some time been ailing and only recently returned to the Colony from sick-leave. He left again for North China very soon, and no information has since been made public as to his condition. His death comes as a great shock to his friends. Major Little gained his 2nd Lieutenancy in 1880, his Lieutenancy in 1881, his captaincy in 1891, when he served with the second Miranuzi Expedition, gaining the medal with clasp, and became Major on the 14th January, 1900. He came to the Hongkong Regiment in 1897 from the 21st Punjab.

The following story is from Sir Charles Elliot's East African Blue-book, which we recently referred to:—"On the occasion of a funeral of a Bishop, the King of the country was bidden to the service. He came half dead with fear; his presence could be desired for only one reason: he was to be buried alive with the Bishop in order that the latter might present him as a convert in the celestial regions. The ceremony seemed so natural, so appropriate, that his own officials could not even formulate a protest. When at the conclusion of the service he still found himself outside the grave, he went away very glad indeed, but feeling that the ways of Europeans were absolutely incomprehensible."

According to a Foochow despatch, besides the turning of the colleges in obedience to the Colleges of Western Learning in obedience to a recent edict, certain officials and gentry have also begun to establish extra schools on similar lines, under their own immediate patronage and expense—these extra schools to be established by the gentry and supported by subscriptions amongst themselves. Amongst the more prominent officials who have begun on the new lines may be mentioned Ching Sing, the Tartar General of Foochow, who has established a school in the temple of the Queen of Heaven, where teachers have been engaged to instruct a class of forty scholars, Chinese and Manchus, in English and French.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE INTERPORT MATCHES.

TO THE EDITOR OF THE "DAILY PRESS."
HONGKONG, 25th September.
SIR,—May I suggest to the Committee of the Hongkong Cricket Club to charge an admission fee on all non-members availing themselves of the use of the match which it is proposed to erect in connection with the Interport Matches? Such is done by the Football Club, the Y.E.C.C., &c., and the fees would defray part of the cost of the match. —Yours, etc.,
A MEMBER.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Kobe at 8 a.m. on the 25th inst., and left again at 9 a.m. same day for Shanghai, where she is due to arrive at 1 a.m. on the 28th inst. The P. & O. steamer *Tientsin* left Singapore for this port on the 25th inst., at 6 a.m. The P. & O. steamer *Indrapura* sailed from M. on the evening of the 24th inst. for Hongkong. The steamer *Häagen* left New York for Straits, Hongkong, China and Japan on the 22nd inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

LONDON, 24th September, 8 p.m.

BOERS LEAVING NATAL.

Lord Kitchener reports that the Boers appear to be retiring from Natal.

GENERAL NEWS.

LONDON, 24th September, 8 p.m.

THE MARKETS.

Cotton both at Liverpool and at New York is falling. Copper is active at lower rates.

REUTER'S SERVICE.

LONDON, 23rd September.

FRANCE AND RUSSIA.

The Paris correspondent of the *Times* states that the topics discussed by the Tar and President Loubet were:—The positions of the two countries in Near and Far Eastern questions, the strained relations existing between France and Turkey, and Armenian affairs.

It is also stated that Russia has signified her intention of co-operating with all her strength to the success of French enterprise in the Far East.

THE "COBRA" WRECK.

It transpires that the t.b. destroyer *Cobra* sank in seven fathoms of water. No rock can be found in the vicinity of the wreck, and it is now inferred that the vessel was lost through simply breaking in two.

THE COCHRANE STREET COLLAPSE—VERDICT.

Mr. F. A. HAZELAND, Police Magistrate, yesterday morning returned the following verdict as to the Cochrane Street house collapse:—The evidence in this enquiry does not disclose what was the immediate cause of the collapse of No. 32 and No. 34, Cochrane Street on the night of the 14th day of August, 1901.

The following conditions and circumstances in my opinion probably contributed to the said collapse:—

- (1) The existence of a blacksmith-shop on the ground floor of No. 32, Cochrane Street. It was proved in evidence that vibration has a tendency to weaken the walls of a house.
- (2) On the ground floor of No. 34, Cochrane Street was a cockloft used by the tenant, who was a contractor, for storing beams and planks.
- (3) The defective construction of the party wall between No. 32 and No. 34, Cochrane Street. It was proved in evidence that the said party wall was badly loaded, and that the heart of the said wall was hollow and filled up with small pieces of bricks.
- (4) The existence of an extra story, which was put on each of the said houses six or seven months prior to the collapse.
- (5) That the showery weather prior to the collapse, hot one hour and then a heavy shower, would have caused a considerable contraction and expansion of the material, and, acting on the old walls, would have considerably tended to the collapse.
- (6) That there was a deviation by the owner from the approved plans while altering the two houses, the principal deviation being the building of an arch instead of a wall and the total absence of internal cross walls.

Putting myself in the position of a coroner's jury, I make the following suggestions or rides:—

- (a) That the existence of blacksmiths' shops under tenements should be prohibited.
- (b) That all cocklofts used for storing heavy material be also prohibited.
- (c) That all buildings or work under the Building Ordinance be carried out under the superintendence of a European architect.
- (d) That the provisions of Section 72 of the Building Ordinance, which casts upon the Director of Public Works the responsibility and duty of approving only of such alterations and additions to old work or buildings as will render the building, with the said alterations and additions, absolutely safe (except in cases where the whole of such work or buildings, including the old portion of the structure, when completed, complies with the provisions of the Ordinance) be carried strictly into effect.
- (e) That the provisions of Section 75 of the Building Ordinance, which casts upon the Director of Public Works or officers deputed by him the imperative duty of entering, inspecting, and ascertaining every building work in progress, for securing the due observance of the provisions of the Ordinance, be carried strictly into effect.
- (f) That the staff of the Public Works Department at present employed to carry out the provisions of the Building Ordinance is insufficient and ought to be increased without delay.

THE DEATH OF MR. FRANCIS.

REMARKS BY SUPPLIES MOUNT.

A full sitting was held in the Supreme Court at ten o'clock yesterday morning for the purpose of expressing the sorrow and condolence of the legal profession in the Colony at the sudden death of Mr. J. V. Francis, K.C., at Yokohama on the morning of the 22nd inst. Their Honours A. G. WISE (Acting Chief Justice) and T. SERCOMBE SMITH (Acting Puisne Judge) presided, and beneath their seats Messrs. J. W. NORTON KYRIE (Registrar), J. W. JONES (Acting Deputy Registrar), and L. d'Almeida Castro (Clerk). The members of both branches of the profession present were:—Hon. H. E. POLLOCK, K.C. (Acting Attorney-General), Mr. F. A. HAZELAND (Police Magistrate), Mr. E. H. SHARP, Mr. E. ROBINSON, Hon. Dr. Ho Kai (Barrister-at-law), Mr. C. A. D. MELLORINE (Chief Clerk, Magistrate), Mr. H. H. J. GEMPERTS (Member, Land Court), Mr. F. B. L. BOWLEY (Crown Solicitor), and Messrs. J. HASTINGS, G. C. C. MASTER, H. HARTHOUSON, C. D. WILKINSON, J. S. HARABIN, E. J. GRIET, K. W. MONTAGU, F. X. d'Almeida Castro, O. D. THOMSON, J. F. ROOSE, H. F. B. BRAYNE, E. A. BONNER, H. K. HOLMES, J. HAYS, W. B. DEACON, V. H. DEACON, Pontifer, and Wei On.

Acting Chief Justice WISE, at the first sound of whose voice all present rose to their feet, said:—Mr. Pollock and gentlemen, both branches of the profession, my learned brother and I have called you here because we felt that the sad news which reached the Colony last Sunday morning could not be passed over without some expression on our part of the great loss sustained by ourselves and by the members of the legal profession, of which the late Mr. Francis was such a conspicuous ornament. It no happens that there are not many members of the profession now resident in Hongkong who had a longer acquaintance with Mr. Francis than myself. When I first began to practice here he was the first to welcome me to encourage me, and to advise me to continue to practice. At the Bar, advice which, for reasons of my own, I did not take. In subsequent years his advice and experience were always at my disposal, and I invariably profited by them. Afterwards, when I had the honour to take a seat on this Bench, I found his legal knowledge and attainments, and his experience of the Colony of great assistance to me. There are many of us who have had differences of opinion with Mr. Francis, for as he once said to me, "I dearly love a fight in Court," but all these differences ended at the door of this Court, and outside, I am sure you will agree with me, it would have been difficult to find a more genial or more generous friend. I do not propose to go into the history of Mr. Francis's career during the years he was resident in this Colony, for that has already been done, but I don't think it too much to say that there are few in this world who have had a more varied career. More than twenty years ago Mr. Francis was a soldier. He then joined the legal profession and became a member of one of the leading firms of solicitors in this Colony, afterwards becoming an eminent barrister in the Colony. Gentlemen, that in my opinion was a record of which any man should be proud, because it was all done by his own untiring talents. In many other directions also Mr. Francis was of great assistance in the Colony, but as they are not connected with our profession I do not propose to enter into that subject at all. It simply now remains to ask you to join us in expressing our sincere sorrow and regret at the loss to the Colony and the legal profession in the Colony sustained by the sudden death of Mr. Francis. A few days ago he left as apparently in good health, and now he is gone. Gentlemen, I will also ask you to join us in expressing our condolence to the unhappy lady who in this terrible and unexpected manner has been bereaved at once of a husband and companion in life.

Mr. POLLOCK, who spoke with evident feeling, replied:—My Lords, on behalf of the members of the legal profession in this Colony, I would desire to express our most hearty concurrence in the eloquent tribute your Lordships has just paid our deceased friend, Mr. Francis. We would also desire to associate ourselves with your Lordships in the expression of sympathy and condolence, which you have expressed with his widow upon the sudden loss which has befallen her. My Lords, when I first appeared as a barrister in this Court, over thirteen years ago, I was acting as a junior to our departed friend. At that time he occupied a pre-eminent position amongst the Bar in this Colony, and that pre-eminent position he continued to occupy until his sad and sudden death a few days ago. My Lords, not only in the legal profession was the deceased gentleman conspicuous, but he also rendered distinguished public services in this Colony, and I think that the work which he carried out with his vigour and thoroughness as Chairman of the Permanent Committee of the Sanitary Board in the first plague epidemic of 1894, will not readily be forgotten by those who have the sanitary welfare of this Colony at heart. It is hardly too much to say, my Lords, that for the last fifteen years the deceased gentleman was prominently identified with every matter of important public interest in this Colony, and the Chinese Association, the Navy League, and the Hongkong Odd Volumes Society will all have cause to regret his loss. As secretary of the two latter bodies I was brought into very frequent and close contact with Mr. Francis, and I found him on every occasion a most able and willing helper in the work of these bodies. Doubtless your Lordships will allow me to mention, in connection with the private life of the deceased, a fact which is perhaps not sufficiently well known, namely, that he had on many occasions performed acts of charity in a quiet and unobtrusive manner, and I think my Lords, there must be many persons now in this Colony to whom the sad news of his death will have come home with a very keen sense of personal loss, and I would venture to predict, my Lords, that when the striking thought comes into the mind of the advocates of the deceased, that the triumphs of the deceased gentleman has perished with him, and that the good which he has done will be lost, which will not be offset.

The Court then adjourned sine die.

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TELEPHONE, 232.
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SPORT AND ANECDOTE.

BY AN OLD FOEY.

If by chance any of my readers assist at the next University sports between Oxford and Cambridge kindly favour me by looking out for a tall, spare gentleman with sloping shoulders, a somewhat sallow complexion, and curious roaming, piercing eyes. A man of the world with an easy carriage, he strikes the average observer as a keen sportsman. And he is. He will take a deep and active interest until the programme is run through, and then jumping into a high dog-cart, with footman sitting behind like a monument, the game, eagle-eyed, keen-faced cosmopolitan man about town will probably drive straight to the House of Commons. I am referring to Mr. Lees Knowles, M.P., who left England on board the Dominion liner *Commonwealth* in charge of the Oxford and Cambridge University athletes, who will this week-end reach America to decide a series of matches with the McGill and Toronto Universities of Canada at Montreal on September 14th, and against Harvard and Yale at New York on September 28th. No better man could have been chosen for the duty of engineering the party than Mr. Lees Knowles, not so much because he is a great lover of sport as from the simple fact that he is a travelled man and has held important administrative offices in connection with the Government of this country. The oldest son of Mr. John Knowles, of Westwood, Fenchurch, near Manchester, he was educated at Rugby and Trinity College, Cambridge, where he obtained a good degree. By no stretch of the imagination could one describe Mr. Knowles as a first-class athlete. He competed for four years in the Inter-University Sports. At Lillie Bridge, in 1876, he ran third in the three miles to A. Goodwin, W. H. Grenfell, the brilliant Balliol sportsman, being second. Unplaced in the one mile of 1877 to W. Cusiffe, and of 1878 to D. L. Clarke, he was third in the quarter mile of 1879 to M. R. Portal. This is not a series of performances to point to with pride. Indeed I asked the greatest authority on athletics in England the other day what Lees Knowles had ever done. "Oh well," he answered, "he ran a dead heat with Whaley, the Oxonian, in the Half Mile Championship of England." That was in 1878, the year Mr. Knowles was president of the Cambridge University Athletic Club, but as the time on that occasion was only 2 mins. 41.5 secs., one cannot say it was a historical race. But it was by no means necessary to have a great athlete in charge of these young gentlemen. It was far better to secure the co-operation of a representative man who, however, has always been a keen patron of such sports and of Rugby football. On the occasion of great matches—say those between such old clubs as Salford and Swinton—one generally sees Mr. Lees Knowles, but after all he enjoys nothing so much as a keen race between two matched men. In his hands our Blues will be perfectly safe, and I only trust they may return victorious.

THE standard of athletics is not so high in Canada as it is in the United States, and I anticipate an easy victory for our blue-blooded, loose-limbed young men of culture at Montreal, but one experienced grave doubts as to their fate at New York. The effect of climate has seriously to be taken into consideration, while I have mournful recollections of the fate that befell the young Cantabs who dared to run Yale at the Manhattan Field, New York, early in October, 1895. Cambridge won the mile by the aid of the Rev. W. E. Lutyens, the quarter-mile by the help of C. H. Levin, for W. FitzHerbert, the crack, was useless, and the half-mile by means of F. S. Horen. But that represented the sum total of their victories, and Yale took the other eight events. Now F. G. Cookshott, the old Uppingham and Trinity College man will prove a hard man to beat in the one mile again, as I think him quite capable of 4 mins. 25secs.; for it may astonish some of my friends to know that the American-born man has never got near that time in his own country. The American Amateur Athletic Union return 4 min. 15 3/4secs. as their record, but it was done by that erratic little man from Conny Kidare, Tommy Conneff, and he only did this in a trial—not in a public race. In the half-mile the English Universities have two fine representatives in the Rev. H. W. Workman, who has "gone down," and J. E. Cleave, the champion of England. The former, who is an old Reptonian, is quite capable of beating 1 min. 50secs. himself, but, of course, much will depend upon the plan of campaign with Cleave, who it will be recalled, secured national honours at Huddersfield in 1 min. 59 3/4secs. Ray Cleave, who is only 20, stands 5ft. 10in., and scales 10st. 13lbs.

There can now be no doubt whatever that the champion county among the cricketers of 1901 will be Yorkshire, as their only defeat up to August 17 was that by Somerset. That was a wonderful win, and no doubt Somerset on that occasion played as much above their form as Yorkshire did below it. But I should be the last man in the world to minimise the triumph of the West countrymen. One week that team is capable of the very greatest deeds; next week it is scarcely much better than the terrible Derbyshire eleven. Now Yorkshire have from first to last been most consistent. Their steadiness has proved their merit. When we see Rhodes, the bland youth, at the top of the bowling list with about 200 victims for 13 runs apiece, and lastly Hirst a good second with close upon 150 wickets for 15 runs a-piece, we feel at once the keynote of the situation. And these bowlers are as I said the other week supported by fieldsmen who would make even bad bowlers effective—to say nothing of such "demons" as Rhodes and Hirst. There is nothing very remarkable about the batting of Yorkshire, if we except the splendid defence and grit of the eleven in all matches, especially if they happen to be forced into a "corner."

While Yorkshire have two bowlers at the top of the tree, their best batsman, Frank Mitchell, is now thirteenth in the list of averages, although he has scored no fewer than seven "centuries" for his county this season. A vigorous defender, a powerful hitter, and a regular run-getter, Mr. Mitchell, tutor, journalist, estate clerk, and soldier by turns, has improved out of recognition as a batsman since he left Cambridge. Really, I have a great admiration for Mitchell, and if only F. S. Jackson was back in the Yorkshire team they would be quite strong enough to beat All England—if they could not do so even now. Hirst is, of course, a splendid bat, and so are Jack Brown, and the Leeds amateur Tom Taylor, but Denton and Tanniciffe have shown a strange decline. Why, the reserve man of Yorkshire, Lees Whitehead, has a batting

Smith, the "jammy" cricketer, will have to leap well, and will have to clear at least 5ft. 10in. to win the high jump. Of this he was capable last spring. Another cricketer, W. E. B. Henderson, is more likely to carry off the long jump than Cornish. E. E. B. May, the fair-haired, massive, Oriel giant, looks beautiful in war-paint, but I should not be surprised to see him beaten by 40ft. in throwing the hammer. They are perfect "wholes" at this sort of thing out West. Thus it will be seen, as I reckon matters, I am by no means confident of the victory of the Exon sportsmen. Moreover, I cannot overlook the fact that in the American Inter-Collegiate Championships Harvard came out first with 44 points and Yale second with 30 5/2 points. Of course we hope for the best, and that all the young gentlemen will return safe and sound under the protection to Mr. Lees Knowles.

A. C. MACLAREN'S AUSTRALIAN TEAM.

The All England captain of 1899, A. C. MacLaren, who is taking out the English team of cricketers to Australia at the invitation of the Melbourne Club next month, is finding his task much more difficult than he expected. The Yorkshire Committee having expressed a desire that neither of their crack bowlers, George Hirst and Wilfred Rhodes, should undertake the trip, the two best bowlers in this country will be left behind. Of course they are both left-handers, and as we all know the Colonials are not too fond of left-handed bowlers. Failing this pair, MacLaren has obtained the assistance of two other very capable left-handed men in John Gunn, who may be said to be the deputy for Hirst, and "Charlie" Blythe, the understudy for Rhodes. And let it not be forgotten that they are very able young cricketers, with plenty of enthusiasm, if they have the strength to stand the trials of such a tour. John Gunn is the very reverse of his famous uncle, Wm. Gunn, as he only stands 5ft. 7in., and scales 10st. 6lbs., as compared with 6ft. 2 1/2in. and a matter of 14 stones. John Gunn was born at Hucknall, Torkard, near Nottingham, and as a boy earned fame on the playing-fields. He joined the club of Messrs. Radford and Cotts, lace-manufacturers, of Nottingham, and was thence drafted into the County team. As he has already scored well over 1,000 runs this summer and at the time of writing only wants twelve wickets to number his hundred victims, it is evident that he is an all-round man of the first water. For two years he has been considered quite among the first eleven all-round players in England, and I think his selection very wise in every way. "Charlie" Blythe is really named Colin Blythe—but, as this modest youth says, nobody would recognise him under that christian appellation. Blythe is a Deptford youth, who was born on May 30, 1879. He measures 5ft. 11in. and weighs, despite a severe illness last winter, 11st. 4lbs. By trade he is a fitter and turner, and spent his time in Woolwich Arsenal. As a youth he too, was always fond of cricket, and gaining some prominence amongst the youths of Blackheath, he was tested by Captain McCann, the Artilleryman, and was straightaway sent to the Twickenham cricket-museum to be coached. He matured very quickly, and was quite effective last year on hard wickets. Indeed, like John Gunn, the better the wicket the better he bowls, so that they are just the kind for Australia. Blythe keeps a splendid length, comes in with his arm, while he has a very good ball that breaks away to the off and obtains many a victim. It has been announced that Mr. Harold Garmett, the well-known Lancashire batsman, also a left-handed man, is to be one of the party. Mr. MacLaren cannot, of course, take a representative English team without Ranji, Fry, Rhodes, Hirst and Mason, but he has now ten fine batsmen. He must, however, obtain a reserve wicket-keeper and a good fast bowler? Where is that fast bowler coming from? P. I. W. M. Bradbury, of Kent, cannot make one of the party, the problem is intensified. I am sure A. C. MacLaren must be at his wit's end. But perhaps the hour will bring forth the man.

THE COUNTY CHAMPIONSHIP.

There can now be no doubt whatever that the champion county among the cricketers of 1901 will be Yorkshire, as their only defeat up to August 17 was that by Somerset. That was a wonderful win, and no doubt Somerset on that occasion played as much above their form as Yorkshire did below it. But I should be the last man in the world to minimise the triumph of the West countrymen. One week that team is capable of the very greatest deeds; next week it is scarcely much better than the terrible Derbyshire eleven. Now Yorkshire have from first to last been most consistent. Their steadiness has proved their merit. When we see Rhodes, the bland youth, at the top of the bowling list with about 200 victims for 13 runs apiece, and lastly Hirst a good second with close upon 150 wickets for 15 runs a-piece, we feel at once the keynote of the situation. And these bowlers are as I said the other week supported by fieldsmen who would make even bad bowlers effective—to say nothing of such "demons" as Rhodes and Hirst. There is nothing very remarkable about the batting of Yorkshire, if we except the splendid defence and grit of the eleven in all matches, especially if they happen to be forced into a "corner."

average of 22.25; and whenever he is put on as a change he secures a wicket. Then, we cannot forget that at the head of the eleven stands Lord Hawke, a dominant personality who keeps the team in perfect order, and objects to any liberties being taken. I have seen most of the crack county teams of the last thirty years, but not even Notts and Surrey at their best ever had a better balanced team all round than has Yorkshire to-day.

London, 24th August.

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CONSIGNEES per Company's Steamer
"AGAMEMNON"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 30th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 27th instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th September, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"CALCHAS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 30th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 1st October. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd September, 1901.

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex ss. *Ortega*, and from Bordeaux, ex ss. *Ville d'Avray*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TUESDAY, the 1st October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st October, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 24th September, 1901.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE,"
FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 24th September, 1901.

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARETTES and CIGARETTES from the "GEMINAL" Factory of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of carefully selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,
1, Duddell Street.

Hongkong, 2nd August, 1901.

FOREIGN AND COLONIAL STAMP

DEALER.

No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.
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OF
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AND A
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Hongkong, 27th January 1891.

JAPAN COALS
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(OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—4, ICE HOUSE STREET.

BRANCH OFFICES:

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Telegraphic Address for all the Offices: "MITSUI."

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CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fukuro, Hokoku, Ichimaru, Kanada, Kishima, Mannoura, Onoura, Otanji, Tohanyama, Tsubakuro, Yoshitatsu, Yoshio, Yunkibara, and other Coal Mines.
N. INUZUKA, Manager.

Hongkong, 1st August, 1901.

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ON SALE.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,
PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES for the Tourist, giving every detail in connection with the places, their History, Topography, &c., &c.

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13701

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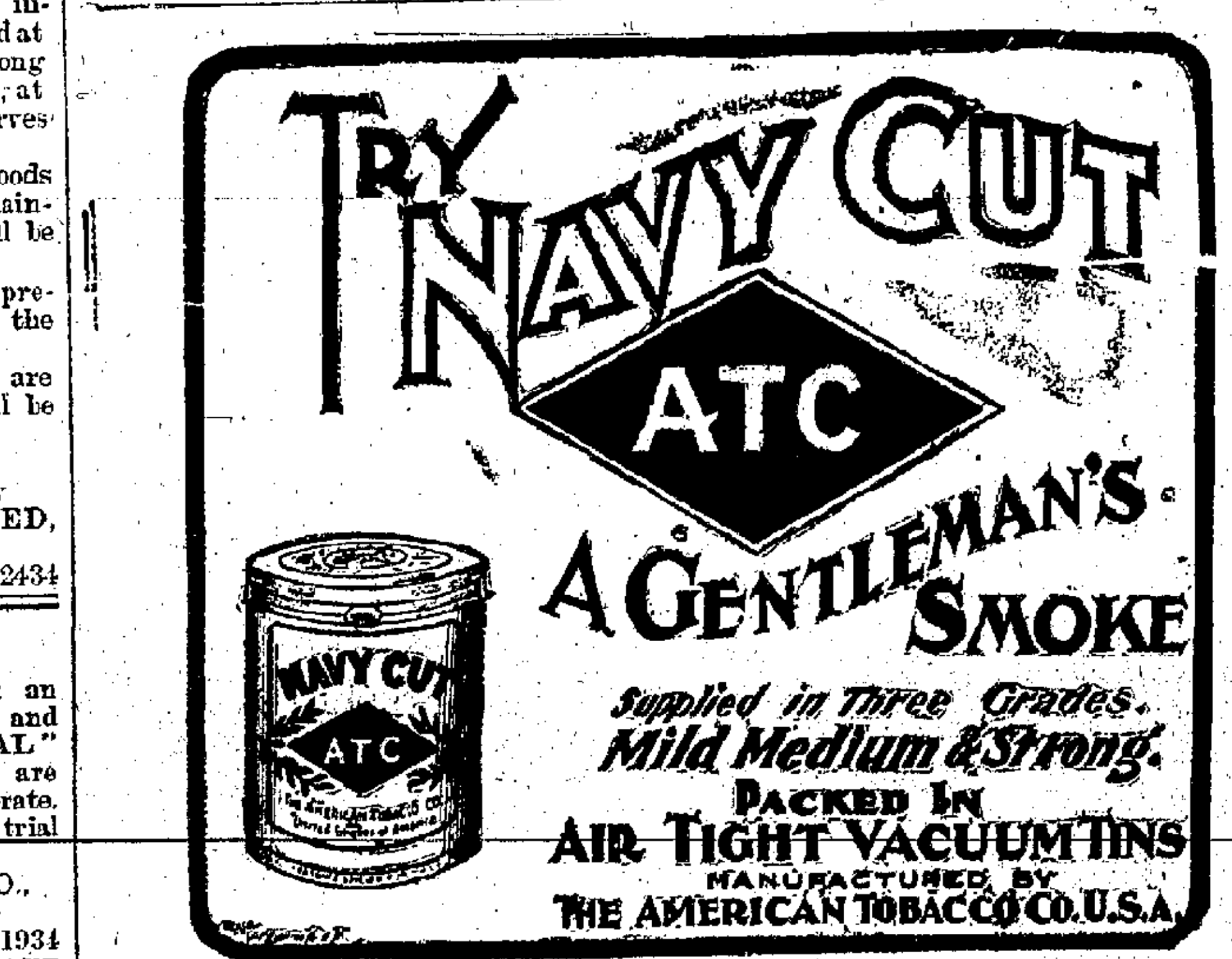
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3 Star, SPECIAL—The finest of all "Fog" WHISKIES at \$13.00
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Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."

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THE AMERICAN TOBACCO CO. U.S.A.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, and those vessels berthed at the Kowloon Wharf, i.e., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 28th inst. at Noon.
LONDON	AXAX	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 1st October.
LONDON	FORMOSA	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 15th October.
LONDON	PREUSSIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON	CLYDE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th October.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th October.
LONDON	MACHON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd Oct. at Noon.
BREMEN, via Ports of Call.	PREUSSIA	Ger. str.	2 m.		MESSAGERIES MARITIMES	On 7th Oct. at 1 P.M.
MARSEILLES, &c., via Ports of Call.	SANUKI MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 4th Oct. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	HAKATA MARU	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On 15th Oct. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 15th October.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Forster	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	von Binner	CARLWITZ & CO.	On 30th November.
NEW YORK	STATE OF MAINE	Amer. ship	2 m.	Kendall	DODWELL & CO. LIMITED	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL	SATSUMA	Brit. str.	2 m.	T. Davis	MCGREGOR BROS. & GOW	On 28th inst.
NEW YORK via SUEZ CANAL	GLENGYLE	Brit. str.	2 m.	Moore	JARDINE, MATHESON & CO.	On or about 15th October.
NEW YORK via SUEZ CANAL	LONGSHIPS	Brit. str.	2 m.		SHAW, WATSON & CO.	On or about 25th Oct.
NEW YORK via SUEZ CANAL	MANUEL LAGUNA	Ger. ship	2 m.		CARLWITZ & CO.	On 15th November.
NEW YORK via SUEZ CANAL	CLAYBURN	Brit. str.	2 m.	A. Smith	SHAW, WATSON & CO.	On 15th December.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	2 m.	F. F. Bement	SHAW, WATSON & CO.	On 23rd October.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 6th November.
NEW YORK via SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	2 m.	E. Beetham, R.N.R.	DODWELL & CO. LIMITED	On 1st October.
VANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	J. Trubridge	NIPPON YUSEN KAISHA	On 19th Oct. at 4 P.M.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 2nd Nov. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOKA MARU	Jap. str.	2 m.	H. C. Harris	JARDINE, MATHESON & CO.	Quick despatch.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TERAKI	Brit. str.	2 m.		ALLAN CAMERON	On or about 14th October.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	INDRAPURA	Brit. str.	2 m.		TOTO KISEN KAISHA	On 12th Oct. at Noon.
PORTLAND (OR.)	HONGKONG MARU	Amer. ship	2 m.		U. & O. S. S. Co.	On 10th October.
SAN FRANCISCO via SHANGHAI, &c.	GARLIC	Brit. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SAN FRANCISCO via SHANGHAI, &c.	ROSETTA MARU	Jap. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	On 3rd Oct. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	ABRIE	Brit. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 25th Oct. at 4 P.M.
AUSTRALIAN PORTS.	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 12th October.
AUSTRALIAN PORTS.	CHINGTU	Brit. str.	2 m.	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On or about 4th October.
AUSTRALIAN PORTS.	SOCOTRA	Brit. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	2 m.	G. E. T. Cook	NIPPON YUSEN KAISHA	On 11th Oct. at Daylight.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 18th Oct. at Noon.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	On 28th inst. at 3 P.M.
KOBE & YOKOHAMA	YAMAGUCHI MARU	Brit. str.	2 m.	Lesak	JARDINE, MATHESON & CO.	To-morrow.
KOBE & YOKOHAMA	LOKANG	Brit. str.	2 m.	A. L. Valentini	BUTTERFIELD & SWIRE	On or about 27th inst.
KOBE & YOKOHAMA	KIUKANG	Brit. str.	2 m.	Schuldt	P. & O. S. N. Co.	To-day, at 3 P.M.
KOBE & YOKOHAMA	DENGAL	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd October.
KOBE & YOKOHAMA	LOUKOON	Brit. str.	2 m.	Dowson	BUTTERFIELD & SWIRE	On 4th October.
KOBE & YOKOHAMA	TUNAR	Brit. str.	2 m.	K. S. S. S.	MITSUI BUSSAN KAISHA	On 2nd October.
KOBE & YOKOHAMA	WUJONG	Brit. str.	2 m.	S. A. S. S.	MITSUI BUSSAN KAISHA	On 8th Oct. at Daylight.
KOBE & YOKOHAMA	MAIZURU MARU	Jap. str.	2 m.	T. Ogata	MITSUI BUSSAN KAISHA	On 26th inst.
KOBE & YOKOHAMA	ANPING MARU	Jap. str.	2 m.	Moore	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
KOBE & YOKOHAMA	DAIJI MARU	Jap. str.	2 m.	Bathurst	DOUGLAS LARSEN & CO.	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	CHANGHUA	Jap. str.	2 m.	N. Tait	CARLWITZ & CO.	To-morrow, at 5 P.M.
KOBE & YOKOHAMA	HAUOONG	Jap. str.	2 m.	Rolle	JARDINE, MATHESON & CO.	On 4th October.
KOBE & YOKOHAMA	ROSETTA MARU	Brit. str.	2 m.	Moore	BUTTERFIELD & SWIRE	On 12th October.
KOBE & YOKOHAMA	YUNSHANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th October.
KOBE & YOKOHAMA	SUNGKANG	Brit. str.	2 m.	Pennafather	BUTTERFIELD & SWIRE	On 8th October.
KOBE & YOKOHAMA	CHINGTU	Brit. str.	2 m.	J. S. S. S.	DAVID SASSOON, SONS & CO.	On 1st October, at 3 P.M.
KOBE & YOKOHAMA	KIUKANG	Brit. str.	2 m.	W. W. Cooke, R.N.R.	SANDER, WIELER & CO.	To-day, P.M.
KOBE & YOKOHAMA	LOUKOON	Brit. str.	2 m.	Macchione	P. & O. S. N. Co.	On or about 5th October.
KOBE & YOKOHAMA	LOUKOON	Brit. str.	2 m.	W. W. Cooke, R.N.R.	NIPPON YUSEN KAISHA	On 11th Oct. at Noon.
KOBE & YOKOHAMA	LOUKOON	Brit. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	

SHIPPING.

ARRIVALS.

Sept. 24, BAKAN MARU, Japanese str., 320, F. Kawamoto, Moji 17th Sept.—JANESSE.

Sept. 24, CHUNSAO, British str., 1,418, L. A. Muir, Penang, 18th Sept.—JANESSE.

Sept. 24, DEUTEROS, German steamer, 1,601, F. H. H. H., Saigon 20th Sept. Rice.—SIN-SEN & CO.

Sept. 24, KACHIDATE MARU, Japanese str., 2,347, S. Fujiki, Kutchinetsu 19th Sept. Coal.—M. B. KAISHA.

Sept. 24, KONG BENG, German str., 862, Moller-mann, Kotschichang 18th Sept. Rice.—MELCHERS & CO.

Sept. 25, DAIJIN MARU, Jap. str., 900, Ogata, Tamsui 21st Sept. and Swatow 24th, General.—M. B. KAISHA.

Sept. 25, ERIDAN, French str., 927, Ristorelli, Saigon 20th Sept. General.—MESSAG-RIES MARITIMES.

Sept. 25, GERMANIA, German str., 1,714, A. Bendixen, Sourabaya 15th Sept. General.—JESSEN & CO.

Sept. 25, GLENFARGO, British str., 2,350, R. A. Donaldson, S. P. 21st Sept. Rice.—MCGREGOR BROS. & GOW.

Sept. 25, MAUSANG, British str., 1,643, Welsh, Sandakan 19th Sept. Timber.—JARDINE, MATHESON & CO.

Sept. 25, M. JESSEN, German str., 710, J. Jessen, Hainan and Hoihow 24th Sept. General.—JESSEN & CO.

Sept. 25, OLYMPIA, Amer. str., 1,720, J. Tru-bridge, Tacoma 24th August, General.—DODWELL & CO. LTD.

Sept. 25, PROGRESS, German str., 687, Meyer, Tooton 22nd Sept. General.—SIEMSEN & CO.

Sept. 25, ROSE, Dickinson, British str., 1,331, McDonald, Hankow 18th Sept. Ballast.—ARNOLD, KAMBERG & CO.

CLEANANCES.

At the Harbour Master's Office.
25th September.

Anping Maru, Japanese str., for Swatow.
Changchun, British str., for Amoy.
Chongfa, German str., for Bangkok.
Diamante, British str., for Manila.
Fushun, British str., for Canton.
Hongkong, French str., for Hoihow.
Jacca Maru, Japanese str., for Kobe.
Jacob Diederichsen, German str., for Hoihow.
Kueisang, British str., for Tientsin.
Lokang, British str., for Canton.
Richmond Castle, British str., for Shanghai.
Shensi, British str., for Swatow.

DEPARTURES.

25th September.

Anping Maru, Japanese str., for Swatow.
Chowfa, German str., for Bangkok.
Diamante, British str., for Manila.
Empress of Japan, British str., for Vancouver.
Fushun, British str., for Canton.
Hongkong, French str., for Hoihow.
Jacob Diederichsen, German str., for Hoihow.
Kueisang, British str., for Tientsin.
Lokang, British str., for Canton.
Shensi, British str., for Swatow.
Wingano, British str., for Canton.

VESSELS IN DOCK.

24th September.

Kowloon Docks.—Canton River, Victoria, Georges, Valencia, Zaffra, Elcano, Changsha, Alga, Clara.

Cosmopolitan Dock.—Charterhouse, Man-chen.

SHIPPING REPORT.

The British steamer Chansang, from Pan-ran (Java) 15th Sept., had moderate to light winds from S.E. to E. to the Equator; from thence to port moderate E. to N.E. breezes with fine, clear weather.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Steamship

"HAILONG."
Captain Bathurst, will be despatched for the above port TO-DAY, the 26th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARSEN & CO.,
General Managers.
Hongkong, 25th September, 1901. [2432]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
The Steamship

"LONGMOON."
Captain Schuldt, will be despatched for the above port TO-DAY, the 26th inst., at 3 P.M., and is now ready to take cargo.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 23rd September, 1901. [2418]

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR
SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"CARINTHIA."
Captain Macchione, will be despatched as above TO-DAY, the 26th inst., P.M.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 23rd September, 1901. [2326]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.

THE Company's Steamship

"DAIJI MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 29th inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd September, 1901. [17]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."
Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 23rd September, 1901. [2398]

FOR NEW YORK.

THE 3/3 L.L.I. American ship

"STATE OF MAINE."
Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to
CARLWITZ & CO.,
Agents.
Hongkong, 21st September, 1901. [2396]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 23rd Oct., 1901

"TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R. ... WEDNESDAY, 6th Nov., 1901

"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 20th Nov., 1901

"ATHENIAN," 3,888 Tons, Capt. H. Mowatt ... WEDNESDAY, 4th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIA TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily for the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIA STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
J. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 10th September, 1901. 10

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARABIA	HAVRE & HAMBURG	On 5th Oct. Freight.
Koenigsberg	(Calling at Singapore and Colombo)	On 19th Oct. Freight.
BAMBERG	HAVRE, BREMEN & HAMBURG	On 19th Oct. Freight.
SEGOVIA	(Calling at Singapore and Penang)	On 2nd Nov. Freight.
MAURITIUS	HAVRE & HAMBURG	On 16th Nov. Freight.
MAURITIUS	(Calling at Singapore and Penang)	On 30th Nov. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

Hongkong, 12th September, 1901. [165]

NIPPON YUSEN KAISHA, LTD.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Sept. at Daylight.
ROSETTA MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th Sept. at 4 P.M.
N. Tate	MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 4th Oct. at Daylight.
SANUKI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 8th Oct. at Noon.
W. Townsend	KOBE and YOKOHAMA	FRIDAY, 11th Oct. at Daylight.
YAMAGUCHI MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 11th Oct. at Noon.
SHINANO MARU	MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 18th Oct. at Daylight.
G. E. T. Cook	KOBE and YOKOHAMA	FRIDAY, 18th Oct. at Noon.
KAGOSHIMA MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 22nd Oct. at 4 P.M.
K. Kori	VICTORIA, B.C. and SEATTLE via U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	SATURDAY, 2nd Nov. at 4 P.M.
HAKATA MARU		
F. L. Sommer		
KASUGA MARU		
H. Fraser		
KINSHU MARU		
F. J. Horton		
YAWATA MARU		
A. E. Moses		
TOKA MARU		
S. J. G. Parsons		

Through Passenger Tickets and Bills of Lading issued for the Principal Offices in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd September, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSEN	THURSDAY 3rd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October.
SACHSEN	WEDNESDAY 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 11th November.
BAYERN	WEDNESDAY 11th November.
STUTTGART	WEDNESDAY 11th December.
KÖNIG LIEBERT	WEDNESDAY 25th December.
PRINZESS IRENE	WEDNESDAY 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY 22nd Jan. 1902.
PREUSSEN	WEDNESDAY 26th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 5th Mar. 1902.

VESSLS ON THE BERTH OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL	"LABETTES"	On 8th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"FROMETHEUS"	On 28th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.

FOR	HOMEWARDS	TO SAIL
LONDON	"AJAX"	On 1st October.
LONDON	"PYREHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.

The S.S. "ULYSSES" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN on 25th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]

CHINA NAVIGATION CO., LIMITED.

FOR	STREAMERS	TO SAIL
TIENTSIN	"KIUKIANG"	On 27th September.
SWATOW, AMOY, CHEFOO and	"CHANGSHA"	On 28th September.
NEWCHANG	"CHANGSHA"	On 28th September.
SHANGHAI	"TSINAN"	On 3rd October.
MANILA	"WOOSUNG"	On 4th October.
LAOKE & CHEU	"SUNGKIANG"	On 4th October.
PORT DARWIN	"KAIFONG"	On 8th October.
ISLAND, COOKTOWN, TOWN	"CHINGTU"	On 12th October.
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried on board.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. [16]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship
"YUENSHANG."
Captain Balle, will be despatched as above TO-MORROW, the 27th instant, at 5 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 24th September, 1901. [2426]

NIPPON YUSEN KAISHA.

FOR MANILA.
The Company's Steamship
"ROSETTA MARU."
3,411 tons gross, Captain N. Tait, will be despatched for the above port TO-MORROW, the 27th instant, at 4 P.M.
This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.
Return Tickets issued by this Company are available for return by steamers of the other Lines.
A. S. MIHARA,
Manager.
Hongkong, 21st September, 1901. [2397]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.), SEATTLE AND TACOMA.
The Steamship
"TEENKAI"
4,642 tons, Commander H. C. Harris, is due here on 26th instant, and will have quick despatch.
For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 25th September, 1901. [2433]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, LONDON.
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, TRAVEL GULF, CONTINENTAL and AMERICAN PORTS.
The Steamship
"CHUSAN"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 28th September, at Noon, taking passengers and cargo for the above ports.
Suez and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 16th September, 1901. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"SAITUMA" On 29th October.
"KURDISTAN" On 5th November.
"LENNOX" On 20th November.
"RICHMOND CASTLE" End of November.
"OBONGA" End of November.
"ILLIGLEN" End of November.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 14th September, 1901. [1739]

VESSLS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"ALGOA"	On or about 5th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

THE O & O. S.S. Co's Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 25th September, 1901. [3-4]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).
The Company's Steamship
"MAIDZURU MARU."
Captain K. Saitaki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th September, 1901. [218]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 10th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via KOBE and YOKOHAMA on THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 24th September, 1901. [14]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

CARISTE BURELL, British ship, Jeffy.
Order.

HELEN A. WYMAN, American ship, Vanhon.
Arnold, Karberg & Co.
I. F. CHAPMAN, American ship, Chapman.
Arnold, Karberg & Co.
L. SCHAPP, American ship, C. S. Kendall.
Carlowitz & Co.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 18th September, 1901. [15]

VESSLS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.
The Company's Steamship
"LOKSANG."
Captain Leask, will be despatched as above on SATURDAY, the 28th inst., at 5 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st September, 1901. [2404]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M. the Company's Steamship "NATAL," Captain Bouie, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the a.s. Tevkin, which vessel takes on her Passengers and Mails, leaving that port on the 15th October direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN,
Acting Agent.
Hongkong, 24th September, 1901. [2]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR KOCHOW VIA SWATOW AND AMOY.
The Company's Steamship
"ANPING MARU."
Captain S. Atsuta, will be despatched for the above ports on WEDNESDAY, the 8th October at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th September, 1901. [19]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship
"LONGSHIPS."
Captain Moore, will be despatched as above on or about 15th October.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 11th September, 1901. [2391]

FOR NEW YORK.

THE 3/4 A II American Ship
"MANUEL LLAGUNA."
will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1901. [1758]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)
FOR NEW YORK.
The full-powered Steamship
"CLAVERDALE"
will be despatched for the above port on the 5th November.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 21st September, 1901. [2395]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship
"ADANA."
Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd September, 1901. [2418]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship
"ASAMA."
Captain F. F. Bement, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 24th September, 1901. [2427]

HONGKONG.

Algoa, British steamer, 1,252, Hansford, Sept. 24, D. E. Brown.

Amigo, German str., 832, Haasen, Sept. 22, J. E. Brown.

Aristea, Austrian str., 2,208, Scopich, Aug. 29, Mitsui Bussan Kaisha.

Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese.

Calcutta, British str., 4,278, Bartlett, Sept. 23, Butterfield & Swire.

Carinthia, Austrian str., 1,734, Marochino, Sept. 24, Sander, Wieler & Co.

Changsha, British str., 1,463, Moore, Sept. 12, Butterfield & Swire.

Charterhouse, British str., 1,276, Joslin, Sept. 20, Chinese.

Chas. Taylor, Brit str., 1,292, Smith, Sept. 8, Japanese.

Cheongchow, British str., 1,213, Frampton, Sept. 24, Chinese.

Chunyang, British str., 1,419, Muir, Sept. 24, Jardine, Matheson & Co.

Clara, German str., 675, Uldrup, Sept. 22, J. E. Brown.

Daijin Maru, Japanese str., 900, Ogata, Sept. 25, M. E. Kaisha.

Deutscher, German str., 1,001, Frahm, Sept. 24, Siemens & Co.

Devonshire, Ger. str., 1,057, Textor, Sept. 20, Butterfield & Swire.

Edmond, American str., 510, Altonazo, Sept. 3, Brandao & Co.

Eridan, French str., 973, Restaroli, Sept. 25, Messageries Maritimes.

Germania, Ger. str., 1,713, Bendixen, Sept. 25, J. E. Brown.

Glenfarg, Brit str., 2,350, Donaldson, Sept. 25, McGregor Bros & Co.

Hallong, British str., 733, Bathurst, Sept. 24, Douglas Lauprik & Co.

Herman Munzell, Ger. str., 1,125, Shutt, Sept. 18, E. A. Trading Co.

Inaba Maru, Jap. str., 6,000, Bainbridge, Sept. 24, Nippon Yusen Kaisha.

Kachidate Maru, Jap. str., 2,347, Fujiki, Sept. 25, M. E. Kaisha.

Kohschang, German str., 1,391, Lous, Sept. 21, Butterfield & Swire.

Kong Kong, German str., 885, Mollermann, Sept. 23, Butterfield & Swire.

Lightning, British str., 2,122, Spence, Sept. 20, David Sassoon, Sons & Co.

Loosok, German str., 1,020, Fuchs, Sept. 23, Butterfield & Swire.

Masoduff, British str., 1,882, Clegg, Sept. 22, Dodwell & Co., Limited.

Mausang, British str., 1,043, Welsh, Sept. 25, Jardine, Matheson & Co.

Michael Jensen, Ger. str., 710, Jensen, Sept. 25, J. E. Brown.

Olympia, Brit. str., 1,720, Trubridge, Sept. 25, Dodwell & Co., Limited.

Onsarg, British str., 1,787, Davis, Aug. 16, Jardine, Matheson & Co.

Phraung, Ger. str., 1,021, Mangeloroff, Sept. 2, East Asiatic Trading Co.

Piccola, German str., 875, Muller, Sept. 2, P. & O. Steamship Co.

Praguen, German str., 987, Meyer, Sept. 4, P. & O. Steamship Co.

Richmond Castle, British str., 2,298, McDowell, Sept. 24, Dodwell & Co., Limited.

Rosetta Maru, Jap. str., 3,575, Tate, Sept. 24, Nippon Yusen Kaisha.

Robt. Dickson, British str., 1,331, McDonald, Sept. 25, Arnold, Karberg & Co.

Takung, British str., 977, Baker, Sept. 22, Jardine, Matheson & Co.

Trigonia, British str., 1,002, Powell, Aug. 21, Arnold, Karberg & Co.

Victoria, Swedish str., 969, Hellberg, Sept. 22, East Asiatic Trading Co., Limited.

Victoria, American str., 2,112, Paxton, Aug. 1, Dodwell & Co., Limited.

Yuenang, British str., 1,123, Rolfe, Sept. 24, Jardine, Matheson & Co.

VESSLS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.
The Company's Steamship
"LOKSANG."
Captain Leask, will be despatched as above on SATURDAY, the 28th inst., at 5 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st September, 1901. [2404]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M. the Company's Steamship "NATAL," Captain Bouie, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the a.s. Tevkin, which vessel takes on her Passengers and Mails, leaving that port on the 15th October direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN,
Acting Agent.
Hongkong, 24th September, 1901. [2]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR KOCHOW VIA SWATOW AND AMOY.
The Company's Steamship
"ANPING MARU."
Captain S. Atsuta, will be despatched for the above ports on WEDNESDAY,

JOINT STOCK SHARES.

THE WEATHER.

CHINA COAST METEOROLOGICAL
REGISTER, 24th SEPTEMBER, P.M.

HONGKONG, 23rd September.					
STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATION.

BANKS.								
Hongkong and Shanghai Banking Corporation Ltd.	80,000	\$125	\$125		0/- div. = \$15.36 for half year ended 30/6/01		60 buyers London £31. 1/2s.	
Bank of China & Japan, Ltd.	199,875	£2	£2		Note		1s.	
Do. Deferred	1,250	£1	£1				5s. 5a.	
National Bank of China, Ltd.	10,070 A	£10	£8		3/11 for 1890		323, buyers	
Do. Founders' Shares	29,656 B	£10	£5		3/1 at 2 1/2 = \$1.70 for '99		228, buyers	
	750 fdns.	£1	£1		None		15s, sellers	
MARINE INSURANCES.								
Union Ins. Society, Ltd.	10,000	\$250	\$50		5 p. ct. = \$20 for 1890		\$340, buyers	
China Traders Ins. Co., Ltd.	24,000	\$82.35	\$30		16 p. ct. 1/2y. end. 30/1/00		330, sellers	
North China Ins. Co., Ltd.	5,000	\$100	£25		5 p. ct. = £1.5 on acct. of count of 1890		£12, 1/0, buyers	
Yangtze Ins. Assocn., Ltd.	9,000	\$100	\$80		\$12 2 1/2 p. ct. for 1890		\$120, buyers	
Canton Insure. Office, Ltd.	10,000	\$250	\$50		\$12 for 1890		\$163, buyers	
Strait Insurance Co., Ltd.	30,000	\$100	\$25		\$25 cent. for 1895		nominal	
FIRE INSURANCES.								
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50		\$24 for 1890		\$324, sellers	
China Fire Ins. Co., Ltd.	20,000	\$100	\$25		\$6 for 1899		\$52, sales	
SHIPPING.								
Hongkong, Canton and Mexico S. S. Co., Ltd.	80,000	\$15	\$15		\$1.50 for half year ended 30/6/1901		\$34, sales	
Indo-China S. N. Co., Ltd.	60,000	£10	£10		£10 in all p. e. also 4 p. e. bonus for 1000 \$5 per old share = 10 p. \$2 per new share		\$13, sellers	
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50		12 per cent. for half year ending 30/3/98		\$50, sellers	
Douglas Steamship Co., Ltd.	20,000	\$50	\$50		2 1/2 p. ct. for half year ended 30/3/90		\$45, sellers	
China Mutual S. N. Co., Limited (Preference)	30,000	£10	£10		12 per cent. for year ended 30/6/00		nominal	
Do. Ordinary	20,000	£10	£5		12 per cent. for year ended 30/6/00		nominal	
Do. Bonus	20,000	£7.10	£7.10		Int. div. of 6 1/2 per cent. on account of 1901		\$24, buyers	
Star Ferry Co., Limited	10,000	\$10	\$10				\$94, buyers	
Shell Transport & Trading Co., Limited	2,000,000	£1	£1				£2.12 1/2, sellers	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100		Int. of \$5 on account of 1901		\$144, buy	
Luzon Sugar Refng. Co., Ltd.	7,000	\$100	\$100		\$3 for 1897		\$36, sellers	
MINING.								
Panama Mining Co., Ltd.	60,000	\$10	\$0		None		\$5, sellers	
Do. Preference	30,000	\$1	\$1				\$4.	
Société Fran. des Charbonnages du Tonkin	10,000	Fr. 230	Fr. 250		Fr. 30 par share for 1900		\$25.	
Queens Mines, Limited	400,000	25 cts.	25 cts.		None		4 cts.	
Jelutong Mining and Trading Company, Ltd.	45,000	\$5	\$5		5 p. ct. half year end. 31/7/91 (comp. p.)		\$12, buyers	
Raub Australian Gold Mining Co., Limited	200,000	£1	£1		1 1/2 p. share = £3.25		\$12, sellers	
Olivers Freehold Mines, Ltd.	A 15,000	\$3	\$5		12th div.		nominal	
	B 45,000	\$3	\$4		None		nominal	

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CLOSING QUOTATIONS.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* arrived at Kobe at 8 a.m., on the 25th inst., and left again at 9 a.m. same day for Shanghai, where she is due to arrive at 1 a.m., on the 28th inst.

MERCHANT STEAMERS.

The E. & A. steamer *Australian* left Manilla for this port on the 23rd inst., and is due here to-day.

The C.M. steamer *Tienkai*, from Glasgow and Liverpool, left Singapore for this port on the 20th inst., and may be expected here on or about the 26th inst.

The P. & O. steamer *Tientsin* left Singapore for this port on the 25th inst., at 6 a.m.

The P. & A. steamer *Indrapura* sailed from Moji on the 24th inst., p.m., for Hongkong.

The P. & O. chartered steamer *Ras Ravi* left Bombay for this port on the 13th inst.

The N.Y.K. steamer *Yamaguchi Maru* (Bombay Line) left Bombay via Colombo and Singapore for this port on the 17th inst., a.m., and is expected to arrive here on the 4th prox., a.m.

The N.P. steamer *Queen Adelaide* arrived at Kobe and sailed on the 13th inst. via Dally for Hongkong.

The steamer *Oronsay* left New York on the 21st ult. for Straits, Hongkong, China and Japan.

The N.P. steamer *Tacoma* sailed from Tacoma for Japan and Hongkong on the 14th inst.

The steamer *Hillgren* left New York for Straits, Hongkong, China and Japan on the 22nd inst.

STEAMERS PASSED THE CANAL.

OUTWARD.—Aug. 27th.—*Bamberg*, *Olimpo*, 30th.

—*Anapa*, *Tienkai*, 31st Sept.—*Maryua*, *Margherita*, *Boguchan*, 6th.

—*Iraklion*, *Sacconi*, *Adria*, *Prima*, 10th.

—*Benloun*, *Sachsen*, *Adana*, *Seymour*, *Cholon*, *Fembro*, 13th.

—*Armand*, *Belkic*, *Shikano*, *Mari Nestor*, *Neschar*, 17th.

—*Gleenshiel*, *Eltricie*, *dale*, *Fevric*, 20th.

—*Feronia*, *Japui*, *Elipius*, *Hanyang*, 21st.

HOMEWARD.—17th Sept.—*Malacca*, *Acila*, *Mercury*, 20th.

—*Marbury*, *Oceanic*, *Ilia*, 21st.

—*Pelcus*, 22nd.

ARRIVALS AT HOME.—20th Sept.—*Descolie*, *Lowther* *Castle*.

PASSENGERS.

ARRIVED.

Per *Ulmia*, from Tacoma, Dr. and Mr.

Donnan and two children, Mr. and Mrs. C. and Mr. Andras.

DEPARTED.

For *City of Peking*, for Shanghai, Mr. Percy Harrold; and Yokohama, Baron and Mrs. L. C. Dithachar for Infant; for San Francisco Mrs. J. A. McMullen, Messrs. A. S. Howe, Simon, S. B. Redlick, Lemcke and J. Herman.

For *Empress of Japan*, for Shanghai, Mrs. Droze and child, Mr. and Mrs. G. L. Gelwico, Miss Lyon, Messrs. A. Van Nierop, Lely Pilkington, Swan, W. J. Wright, Gibson, C. Birchall, W. Harris, P. Scott, E. Pills, and

J. Fishlock, J. B. Pillow, Hosingawa and
wiji; for Kobe, Mr. W. Danby; for Yokohama

Mrs. F. Smythe and child, Mrs. C. W. Dicks and three children, Mrs. Edw. Osborne a child, Major and Mrs. J. J. C. Watson and M. Watson, Mr. and Mrs. H. W. Pessier, Mr. and Mrs. A. Turner, Messrs. D. Earnshaw, D. Bheasapia, C. H. Dale, E. T. Ellis, K. Ezekiel and F. Henderson, for Seattle, Frank Iturr, for San Francisco, Mrs. L. M. and Capt. John H. Potter, for London, Col. Perrott, Messrs. G. A. Dorrick, G. Balloch, R. H. Bentley.

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Figure 1 is a black and white micrograph showing a dense population of cells. A scale bar in the bottom right corner indicates 100 micrometers.